

# Hitting on All Twelve

by C.E.T. Scharps

IT IS always a pleasure to be able to quote an enlightened opinion, expressed in words that indicate a proper appreciation of one of the world's greatest inventions, time-savers and space-abridgers: in short, the automobile. Here is a recent utterance by Joseph Weldon Bailey, sometime United States Senator from Texas, where there are a few cars running around. Senator Bailey was born in 1863, and is not as hoary-headed as his opening sentence might lead one to believe. So to it without further delay:

I am one of those old-fashioned men—living, it may be, many years after I ought to have died—who think that the automobile is the devil's own invention; for I believe it has bred more vice and more extravagance than any other device ever contrived by the genius of man. I am free to say, however, that very few share my opinion, and nobody will act upon it. They will all go on buying automobiles as long as they can afford it, and many of them, I regret to say, will buy when they cannot afford it.

## Making Up a Steel Shortage

THE government has been taking a census to determine the amount of steel in the possession of motor car makers, also the total of finished parts on hand. Some persons have interpreted this to mean that if the government officials discover there are more parts than enough to finish out the 1918 production they will be seized. Also that any excess of steel over the 1918 production requirements will be taken by the government. This, however, does not appear to be the government's intent.

Actually, the government officials in some cases have hastened the shipment of materials so that greatly overbalanced inventories might be brought up nearer level; in other words, that instead of a mass of partly completed cars, more entire automobiles might be turned out. There is, of course, no value in an automobile 98 per cent complete as long as the 2 per cent of missing elements is unobtainable. And there is too much real wealth tied up in this manner to be economically safe.

It is much better business to see that the stuff is cleaned up and got out on the road, rather than have it lying around useless. Labor and materials that are past and gone, just as much as in cars of the 1912 and 1913 vintage, are involved in the parts of incomplete cars. There is no saving, and, indeed, there is a decided loss in letting this stuff hang around so.

It appears to be forgotten by those persons who imagine the government has a plan of confiscation of materials that the 30 per cent reduction in output agreed upon between the government and the motor car officials months ago was to run until August 31. There is still a lot of time before that date is reached, and actually the motor car manufacturers have not been supplied with materials enough to keep their production up to the 70 per cent of the projected 1918 production. Therefore, until the date of expiration of the agreement is reached there can hardly be any reason to expect a plan of confiscation and seizure of any overstock of materials—if such is discovered—to be carried through.

## Whose the Credit?

THE praise that is being given out to New York State on account of its headlight law is all very well, but the matter of being first to have a model law is again a thing open to debate. It is our recollection that the headlight law in Connecticut has been in existence for more than a year, and further that it was developed after conference with photometric experts. Such men as Alden L. McMurtry, of Sound Beach, a well known automobile engineering and lighting expert, took a prominent part in framing the provisions of the law and also of the tests to be made of devices submitted for official approval.

Previous to that the making of headlight laws had been rather a matter of guesswork and rule-of-thumb. The application of the law to various devices also had been rather a matter of guesswork. Connecticut is entitled to credit, ahead of New York, for having a sane law, and one that could be applied without confusion and without leaving it to conflicting opinion in each separate locality.

## Road Making Should Go On

IT APPEARS to be an elementary proposition that road maintenance must go on uninterruptedly now, or the taxpayers of the country will have an enormous bill to pay after the war. It will cost much more money not only for putting the roads into condition, but also because of damage to vehicles and cargoes, as well as loss of time, if the highways are permitted to deteriorate.

"To date probably not more than 12½ per cent of the country's road mileage has been surfaced," we quote from "Good Roads." "Considered merely as a percentage, this showing is not encouraging, but when it is remembered that this one-eighth means an actual mileage of something over 300,000, the magnitude of the work accomplished is better appreciated. Another fact that must be taken into consideration is that a large majority of the traffic of the country is carried on a small proportion of the total mileage, and the greater part of the work of improvement has been done on these more important highways."

"Some of the money spent for road betterment has been wasted. Some of it has been used for permanent work, the amount involved representing an investment that cannot be lost. A very large proportion of the total expenditure has been used for the construction of pavements and surfaces of varying durability and of different needs as to maintenance. The money they represent is an investment also, but one that can and will be lost if the upkeep of the roads is neglected."

"The country's roads are worth billions of dollars, even if nothing more than their first cost is taken into account. Their present value, in terms of service rendered, is literally incalculable, for without them every activity would have to cease."

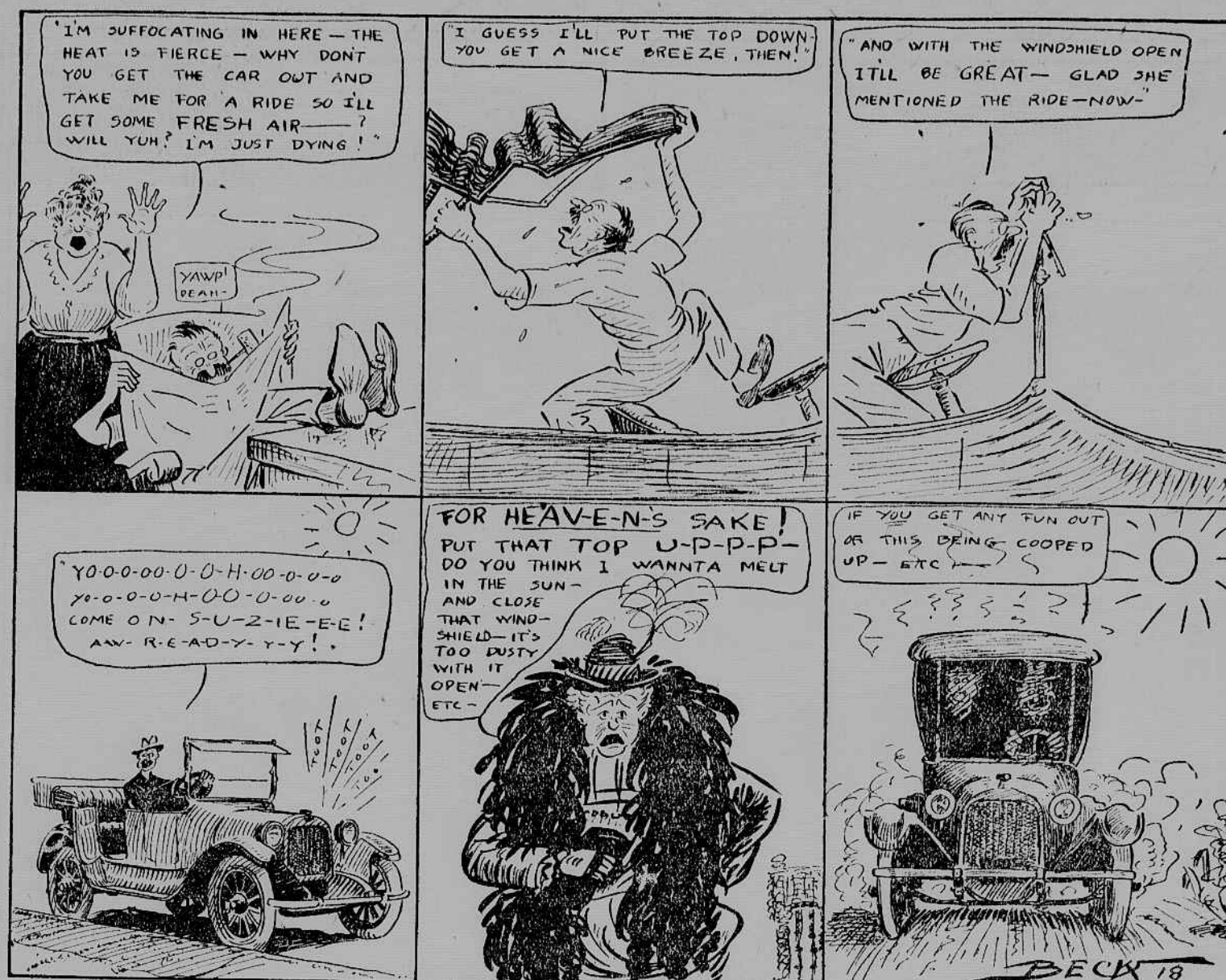
"The successful prosecution of the war is the chief business of the American people to-day. But that doesn't mean that every American should be fighting or working in a munition plant or on a farm. There are countless other activities that are contributory to the three obvious essentials, and every one of them in turn is absolutely dependent upon transportation. The things men use are seldom used where they are produced; they have to be carried over the roads, over the railroads, up and down rivers, through canals and across oceans. Many of them are carried by water; most of them are also carried by rail. Practically all of them are carried by road, sometimes once, often at least twice."

## Aero Eight Is Car of Pleasing Lines



Changes in contour have made the Aero Eight a distinctive car and one of striking appearance. It is by all odds the best looking model the Indianapolis people have turned out and one of the finest appearing cars in the market.

## Of Course, With the Top Up, It's Much Cooler



## One-Day Trip to Pompton

Motorists who are looking at this season of the year for an interesting motor trip of about 100 miles with both lake and mountain scenery should enjoy the route outlined below by the Bureau of Tours of the Automobile Club of America.

From Columbus Circle go south on Eighth Avenue to Forty-second Street, turn right and cross the Forty-second Street Ferry to Weehawken. Then go down the Hudson County Boulevard to Newark Avenue, where a right turn is made, crossing the New Jersey meadows on the Arlington Turnpike to Belleville.

After crossing the Passaic River into Belleville, turn left and run one block and turn right into John Street, which is followed through Bloomfield to Montclair. Going out of Bloomfield Avenue, a right turn is made at the Montclair Hotel into Pompton Turnpike, which is all good macadam, and followed through Cedar Grove, Singac and Mountain View to Pompton Lake. This, nestling under the foothills of the Ramapo Mountains, is considered one of the most beautiful lakes in New Jersey. There is an excellent macadam road that skirts the shore going all the way around the lake.

From Pompton Lakes the return is made by going north up the Ramapo Valley through Oakland and Darlington to Suffern. At Suffern connection is made with the New York-Tuxedo trunk line, turning right and running due south over an excellent hard surface road through Ramsey, Allendale and Hoboken. Pass a pretty lake with the old-fashioned water wheel at Ardena into Passaic Avenue, which is followed to the end, turning right into Main Street in Hackensack.

At Court House a left turn is made across the Hackensack River through Bogota, Leonia and Fort Lee; cross the 120th Street Ferry to New York, returning to Columbus Circle via either Riverside Drive or Broadway.

## Owners Will Have to Know Their Cars Better

Automobile dealers of New York and other cities throughout the country have adopted new standards that will rule hereafter in motor car service work, thereby releasing from their present positions a large number of men who can be employed in government work.

A great deal of good will come from the present programme of the dealers, particularly in encouraging the car owner to perform small adjustments and repairs. He will not only realize how easy it is to do little jobs when put to the task, but also save money by doing them himself.

The owner now will learn more about his car than ever before, and this knowledge will be useful to him, for he will be able to appreciate the good points of the average machine. This knowledge will be a great aid to him in the driving and care of his car and he will learn that many of his past troubles were due to neglect. James J. Hunt, general manager, Reo Motor Car Company of New York.

## Lubrication Chart

From "Correct Lubrication"

Elegant	Every Day	Every 500 Miles	Every 1000 Miles	Every 2000 Miles
<b>Engine parts</b>				
Oil reservoir	Examine or replenish with engine oil or grease	Engine oil	Grease	
Fan bearings	Engine oil or grease	Engine oil	Grease	
Valve stems	Engine oil	Engine oil	Grease	
Water pump bearings	Engine oil	Engine oil	Grease	
Magneto	Engine oil	Engine oil	Grease	
Electric starter	Engine oil	Engine oil	Grease	
<b>Clutch</b>				
Lever bearings of foot-pedal	Engine oil	Engine oil	Grease	
Cone clutch bearings	Grease	Grease	Grease	
Cone clutch bearing surface	Grease	Grease	Grease	
Multiple disc clutch	Grease	Grease	Grease	
<b>Transmission</b>				
Friction drive	Engine oil	Grease	Grease	
Gear shift lever	Engine oil	Grease	Grease	
Gears	Engine oil	Grease	Grease	
Planetary (Ford)	Oil supplied automatically by engine oiling system	Grease	Grease	
<b>Universal joints</b>				
Differential	Oil supplied	Grease	Grease	
Gears	Grease	Grease	Grease	
<b>Chain Drive</b>				
Driving chains	Grease	Grease	Grease	
<b>Sprocket bearings</b>				
Steering gear	Grease	Grease	Grease	
Knuckles	Grease	Grease	Grease	
Roofs	Grease	Grease	Grease	
Worm and sector	Grease	Grease	Grease	
Top of post	Grease	Grease	Grease	
<b>Brakes</b>				
All bearings	Grease	Grease	Grease	
<b>Speedometer</b>				
Springs	Grease	Grease	Grease	
Spring ends and shackles	Grease	Grease	Grease	
Shock bolts	Grease	Grease	Grease	
Leaf springs	Grease	Grease	Grease	
<b>Wheels</b>				
Front and rear	Grease	Grease	Grease	

## Liberty Six Called Car Of Inherited Experience

"That the Liberty Six, although just past its second birthday, is an established success, with distribution throughout the country over, is due to the conditions under which the Liberty Motor Car Company was started," says E. S. Partidge, president of the Owen Magneto Motor Sales Corporation, which handles the Liberty in the metropolitan territory. "The Liberty is rightly called a car of inherited experience" in that Percy Owen and his associates entered it from the start the features they know are essential in making the right sort of appeal to the public.

"You must remember that Owen had been for sixteen years in the motor car world, first as a dealer and later as a factory executive. His training was such as to fit him with a knowledge of what the public wants in a motor car. The men he had associated with him were persons of the highest standing in the automobile world—men financially interested in other high grade cars. They know that the only way to thrive in the motor car business is to build a car in the interest and for the benefit of the owner. Automobiles that are built to make money for the manufacturer may be financial successes, but they will not stand the strain of time."

"The Liberty car is fundamentally a car built for the owner's benefit, a car which answers in advance all a car owner's questions and meets in advance all his needs. In the brief time that we have had the Liberty line in this territory we have seen this ideal bear fruit in the complete satisfaction of those persons who already have Liberty cars or who have bought them through us."

"From our point of view the car is built for our benefit, too, in that it is designed for the owner, first of all. In other words, it is far pleasanter for a dealer to sell that sort of car. His customers are pleased and stay pleased. When the dealer makes a sale he knows he is not buying trouble at the cost of the commission he earns."

## Taking a Chance in New York

The first automobile insurance company in this country was started in New York City. This was in 1899.—Chevrolet Review.

## American Cars Getting Laboratory Test of War

In the first months of the world war the Allies could give no thought to the reclamation of military material. Time and men were far more precious than the thousands of automobiles and motor trucks that were left by their drivers by the roadside to rust after these vehicles were damaged in traffic or wrecked by the fire of the enemy.

The United States, however, is rebuilding the motor cars and trucks that have been disabled in traffic smashers and by German guns. Huge repair shops have been built behind the lines, where crippled automobiles are made as good as new by an army of skilled mechanics.

American automobile manufacturers who are supplying cars for our army in France already are receiving orders for replacement parts. The National company recently sent some of the 200 touring National sedans being used by American officers have been damaged by shrapnel, while bodies, windshields and fenders have been smashed in road collisions.

There is no more exacting test of automobile efficiency and stamina than the test of war, and on the battlefields of France changes in design and construction may be suggested that will make the National of the future an even better car than it is to-day.—W. C. Poertner, Metropolitan Distributor National Cars.

## Motor Truck Club Bulletin Becomes a Magazine

"The Motor Truck Club Bulletin" is now known as "Highway Transportation." Instead of being merely a bulletin it is now a magazine, being considerably larger in size. The contents and appearance are decidedly improved, and the whole publication reflects the increased importance of the association and its work, which the motor truck using public at large should know.

## Trying Out Armored Cars

The United States army made its first experiments with armored motor cars in the summer of 1899.—Chevrolet Review.

## Motor Trucks on Piers Should Have Equal Rights With Horses

### And Animals Should Give Way to Engines if Freight Conditions in Town Are to Improve

In order materially to improve traffic conditions on the city streets and at the big freight terminals and to speed up the movement of goods generally, W. J. Fickling, of the New York Fulton Truck Company, makes important suggestions looking to the more general use of motor trucks not only by business houses, but by the city horse-team contractors, who are almost as much of an institution as the city horse himself. Briefly, Mr. Fickling urges:

1. The admission of motor trucks to all the city piers.
2. The licensing and taxing of horse teams the same as automobiles.
3. Some action to encourage the use of motor trucks over horse-drawn vehicles.

"The special privileges granted to horse trucks on the piers—motor trucks being barred—are manifestly a great handicap to the swift and satisfactory movement of freight," says Mr. Fickling. "The horse truck will not, in fact, cannot, speed up; nor will it permit the motor truck to utilize its greater potentialities for speed and unlimited working hours. Until the horse truck is largely weeded out of the self-propelled unit must wait for its change, regardless of the great possibility. It must stand impotently in line on South Street or near Fulton Market, while perishable goods spoil for lack of better dispatch. If freight could be adequately taken away as it comes into the neck of the bottle, to use a railroad term, present platform facilities would more nearly serve our growing needs. It can only be removed at a snail's pace with horse units, which block and delay each other, and the result is confusion and inoperative, plus phenomenal handling charges."

"It also seems unfair that the motor truck on its rubber tires should be discriminated against by a state tax, whereas the horse team with metal tires is not taxed. It is a great injustice to horses to draw it does more damage to pavements. Therefore, if the motor truck is taxed the horse truck should be taxed equally if not more for the damage done in the contemplated 'store door delivery' by the government, the horse truck owner gets the same rates for haulage as the motor truck owner. In the contemplated 'store door delivery' which could be given out by any government—namely, the elimination of its competitors and bound to be successful, the motor trucks."

"It surely is high time for the teamsters themselves to get the light. The majority of teamsters in New York now concede that they are not making any money at all, and are in a position financially to buy and supply motor trucks, hence to-day he stands in the position of the man who cannot play ball himself and won't let others play."

"How to motorize the equipment of the teamster without forcing him to ruin himself by competing with the motor truck is a difficult problem, but it is not one which cannot be solved. Let the motor truck dealer, the merchant and the teamster get together. Let the dealer and the merchant make it possible for the teamster to buy such trucks as the merchant should have for certain phases of his business, these trucks to be operated by the teamster in specific service at a slightly higher rate per day per ton or other unit in view of better service."

"Once started right, little by little the teamster should be able to buy his own trucks by applying the return from horses sold to the purchase of such trucks and making the trucks he already owned pay for themselves. For while there is a strong trend among progressive firms toward owning and operating their own motor equipment, the peculiar knowledge and experience of the competent, proven teamster should be utilized and applied to the general problem of improved city delivery."

"Of course, any cooperative effort in this direction must be initiated and fostered by broad gauge men. In one city the leading teamsters, after fighting among themselves and with their customers and motor truck salesmen for some years at last got together and voiced this sentiment: 'Now, men, people are going to buy trucks, and there is no use getting narrow or up about it, because if we do we will simply help sell more trucks. We have not the money to buy trucks outright, but in some cases we will be able to buy them in time payments and in others our customers will help to underwrite them for us.' They then buried the hatchet on competitive business, with the result that within two years some of them were operating both gasoline and electric trucks, the majority of the trucks being limited in their use to one particular customer each or to a limited number of routes each. One contractor displaced twenty-eight horses with four trucks, while another developed a daily express service involving eighty miles a day between a big shoe town and a steamship pier."

"Gear shifts have a bad habit of developing rapping, rattling noises. It is one of the most troublesome parts of the car in this respect. Gear must run in a good lubricant made especially for the purpose. Ordinary grease will not do. It must be something that is tough and durable as well as smooth. Graphite forms a coating over the metal and not only prevents metal-to-metal contact, but serves as a cushion for the meshing gears, deadening the noise."

## Maxwell Express

Breaking Records

Harry J. De Bear, manager of the Maxwell New York branch, is more than gratified with the showing that the Maxwell military express is making on its run from San Francisco to New York, laden with military supplies en route from Australia to France. The truck is being driven by Ray McNamara, and left San Francisco on July 17.

The truck after taking a loan of army supplies from an Australian liner at the San Francisco wharves was ferried across the bay to Oakland and started on its first day's run to Sacramento, Cal. The distance from San Francisco to New York by speed-ster is 3,413.9 miles. Every possible effort will be made to put the truck over the highway route in the shortest possible running time, and to establish a transcontinental record in truck transport. The trip will exceed the expectations of the Maxwell officials.

The progress of the truck is reported daily in the automobile columns of The Tribune. A map and bulletin which De Bear has arranged on his showroom windows have been attracting considerable attention.

## Practical Test of Trucks

And Tires for Long Hauls

A rigorous test of the automobile truck for long hauls is being made by the United States Tire Company, which is using its test fleet for transporting from its Detroit factory to its Indianapolis plant large quantities of machinery, removal of which to Indianapolis has been made necessary by factory expansion.

The test fleet are 310 miles apart and the fleet of three trucks has already made several trips in each direction. All the trucks are equipped with large pneumatic tires, and the records which have been kept demonstrate that the company's claims that pneumatic tires make greater speed possible, while saving not less than 33.3 per cent in gasoline and great wear and tear on the engines, as compared with trucks equipped with solid tires, are not exaggerated.

One of the recent trips from Detroit to Indianapolis the trucks covered the distance in 17½ hours actual running time, an average of 18 to 19 miles an hour, and the return trip was made at the rate of 17 miles an hour. One of the trucks is a one and a half ton car, which has already covered 40,000 miles. The rear tires on this truck are 38½ in. size and before they gave the slightest indication of trouble had achieved a mileage of more than 9,000 miles each. Each of these rear tires carries a weight of 3,327 pounds when the truck is loaded. The two other machines are a one-ton and a three and one-half ton.

Full loads are carried in both directions, machinery being carried on the trip south and inner tubes on the return. There is no delay at either end as the loads are planned in advance.

## Gears Must Be Lubricated

To Save Clashing Noise

"A nerve racking noise of shifting gears is one of the worst faults an automobile can have. It is a garage man's 'it just spoils a car for a woman.' It is about the first thing a woman likes about a car is its easy riding qualities and one of the first things she hates about it is the noise. She wants to have a feeling of luxury when she is riding and she gets this in a quick smooth-running car."

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## Four Passenger Roadster, Seats Six, Too



This body presents a decided departure from accepted standards, particularly in the absence of the running-boards, and the way in which part of the side walls of the body lean down to become extra seats. The custom-made sport car is a product of the Moon Motor Car Company of New York.